

Shipping

Claudine Collided With Bark Nuanu.

With the result of a denied plate, the American bark Nuanu escaped with slight damage in a collision reported to have occurred with the inter-island steamer Claudine on the occasion of the last visit of the steamer to the port of Hilo.

The Nuanu has been lying at the wharf during the past week and occupied the position usually taken up by the Claudine on her arrival from Honolulu and Maui ports on Sunday mornings.

In order to put her passengers ashore and to discharge her cargo she attempted to swing in behind the windjammer.

As she was doing so, however, she bumped into the other vessel and damaged some of the plates. The damage is estimated at between one and two hundred dollars.

Mauna Kea Prepared for Mile Trip.

A fair crowd will depart for Hilo this afternoon as passengers in the inter-island steamer Mauna Kea. The vessel returned this morning with few passengers and freight including the following: 140 packages sundries, 4 crates celery, 4 barrels tallow, 10 cords wood and shipments of chickens and turkeys. According to reports, the weather was cloudy along the coast was the rule. The steamer Kauai was passed at Papahou and the Keauhou at Kawaihewa.

Schooner Spokane Has Sailed for the Sound.

Following the discharge of a full shipment of lumber, the schooner Spokane, an arrival at Hilo on October 4th, was made ready for sea and dispatched for a return trip to the north Pacific coast on last Friday. The departure of the Spokane from the wharf made a berth for the schooner Tanager, which has been lying in the stream awaiting an opportunity to discharge Sound lumber.

Shipper Takes a New Command.

Captain Ingalls, former master of the American ship Falls of Clyde that is now a station and storage ship for the Associated Oil Company at the port of Honolulu, is reported to have assumed new responsibilities in joining the ranks of the beneficiaries. Captain Ingalls is said to have taken to himself a bride, the young woman being Mrs. Berna Nottitt of the post office clerical force.

Nuanu Delayed for Lack of Ties.

Owing to the shortage of hardwood railway ties, the American bark Nuanu has been delayed in a departure from Hilo for San Pedro. The vessel had received 1900 ties at the time the inter-island steamer Mauna Kea departed from Hilo for Honolulu. It is believed that the bark will be able to get away for the California coast by the middle of the coming month.

Barkentine With Lumber at Hilo.

With a large shipment of lumber, the barkentine Kikikat has arrived at Hilo, the vessel coming inside the harbor on last Wednesday morning, according to report which reached this city today with the arrival of the inter-island steamer Mauna Kea. The Kikikat sailed from Port Gamble and was twenty-two days in making the passage.

Instant Brought Varied Cargo.

Sugar made up the bulk of the freight brought to the port with the arrival of the inter-island steamer Instant. This vessel is being discharged of cargo including sundries, 25 head cattle, 2750 sacks sugar and a quantity of empties. The vessel sailed from Kawaihewa, and also the Maui ports.

Likeliest From Hilo.

Bringing cargo loaded at Hilo and the way ports, the inter-island steamer Likeliest was an arrival today, the vessel returning with a quantity of sugar machinery for repairs, 750 railway ties, 21,115 paving blocks, 10 cords wood, and 60 head cattle.

New Minnesota Ready for Service.

Representatives of the American-Hawaiian Steamship Company have been advised that the steamer Minnesota, the first of the eight big freight and passenger liners ordered from the Maryland Steel Company, has been completed and is ready for service. The new vessel was given her builder's trial recently and fulfilled all requirements. The Minnesota is a steamer of 9450 tons dead weight capacity, 415 feet long, 53.6 feet beam, with a draught of 28 feet and can maintain a speed of twelve knots an hour.

The placing of an order for eight steamers by one company is unprecedented in the history of American shipbuilding.

The vessels are being built in preparation for the additional traffic which is expected to follow the opening of the Panama canal. They are similar in design and construction to the Kwantchian and Georgian, now in the Atlantic service of the company. The route on which the vessels will ply is from New York to San Francisco, the Hawaiian Islands and Puget Sound ports, by way of the big ditch.

The new liners are fore and aft schooner-rigged, with steel masts and four king posts. The masts have eight booms each, one on the foremast being of thirty-ton capacity. The longitudinal system of framing has been

used in the construction of the vessel, and the double bottom extends the entire length of the liner. The propelling machinery is located amidships, just forward of which is a deep tank with an eight-center bulkhead for carrying either coal, cargo or fuel oil.

Japanese Shipping Subsidies.

In his report for 1911, Mr. E. T. Crowe, Commercial Attaché to the British Embassy at Tokyo, says that some alterations and reductions have been made with regard to shipping subsidies with the result that there has been a net decrease of \$2,977, from \$1,116,923 in 1910 to \$1,113,946 in 1911. The most important change is the new grant of ¥75,000 (\$2,566) to the South Sea service, which is to be doubled in 1913 and 1914.

Two ships of over 2,000 tons with a speed of more than 10 knots will maintain a monthly service on this line, which is to be opened with a view to helping the export of Japanese goods to Japan, Manila, etc. It has not yet been decided to what company this subsidy will be given, nor have any definite plans been arranged, but it is thought that a company promoted by Messrs. Oaki and Harada will start a service in October next.

On the China route a reduction in the grant has been made of ¥40,000 (\$1,400), while a similar reduction has also been made in the Taiwan line, and the Shanghai service subsidy has been decreased by ¥75,000 (\$2,566). The Formosan and Korean Government-General gives subsidies to the extent of ¥100,000 and ¥23,000, respectively.

From the Atlantic to the Pacific.

The Alaska-Pacific Steamship Company has closed negotiations with the American Mail Steamship Company of New York for the purchase of their steamer Admiral Farragut. The vessel will be delivered to the company on the last of this month and made ready for her new owners the last of this month and made ready for her new owners the last of this month and made ready for her new owners the last of this month.

Death of Captain J. W. Ekstrand.

The death occurred in Yokohama, says the Japan Chronicle of Sept. 19, of Captain J. W. Ekstrand, at the advanced age of 80. Captain Ekstrand was one of the oldest foreign residents in Japan. He came out in the early sixties and entered the service of the Mitsui Bussan Kaisha. Lett on, when the steamship company organization was effected, Captain Ekstrand joined the Nippon Yusen Kaisha, and remained in the service of that company until about six years ago, when he retired. The N. Y. K. making him a very handsome present on his retirement.

Captain Ekstrand made very many friends during his long service on the Japan coast and was for years one of the best-known figures among the foreigners in the Japanese mercantile marine.

To Salvage Steamer St. Paul.

Salvage operations upon the hull of the ill-fated San Francisco and Portland steamer St. Paul, which was wrecked above Eureka several years ago, will again be undertaken in the near future. The steam schooner Acme, equipped with powerful tackle which will be used in an effort to raise from the sunken steamer the big forty-ton boilers. Several efforts have been made during the last year to take out of the wreck some of the valuable boiler portions now submerged, but this is the first time that a vessel of sufficient size to handle the larger portions of the wreck has been dispatched to the scene.

W. B. Grace & Co. for whom several new liners are being built on the Atlantic, have announced the names of four of the vessels as the Santa Cruz, Santa Clara, Santa Catalina and Santa Cecilia.

The name of the Santa Cruz has been previously announced and she will be the first one of the new liners to come to this coast. She is now nearing completion and will arrive on the Pacific after the first of the year. The four vessels whose names are given are being constructed by the Cramps, Grace & Co., and also building new steamers in Europe for use when the Panama Canal is opened. This concern operates extensively between the North Pacific and the west coast in the lumber and general cargo trade.

The local United States quarter-master department has received five thousand tons Japanese coal as a result of the extended call of the transport Dix at the port of Honolulu. The Dix was dispatched for Seattle last evening, after having discharged of fuel brought from Mitsui, Japan. It is expected that the Dix will again visit this port in November, with a large shipment of horses and mules destined for the Philippines.

TIDES—SUN AND MOON

Time	High Water	Low Water	Time	High Water	Low Water
Oct. 25	9:50 a.m.	1:30 p.m.	Oct. 26	9:50 a.m.	1:30 p.m.
27	1:30 p.m.	5:10 a.m.	28	1:30 p.m.	5:10 a.m.
29	5:10 a.m.	8:50 p.m.	30	5:10 a.m.	8:50 p.m.
31	8:50 p.m.	12:30 a.m.	1	8:50 p.m.	12:30 a.m.
2	12:30 a.m.	4:10 p.m.	3	12:30 a.m.	4:10 p.m.
4	4:10 p.m.	7:50 a.m.	5	4:10 p.m.	7:50 a.m.
6	7:50 a.m.	11:30 p.m.	7	7:50 a.m.	11:30 p.m.
8	11:30 p.m.	3:10 a.m.	9	11:30 p.m.	3:10 a.m.
10	3:10 a.m.	6:50 p.m.	11	3:10 a.m.	6:50 p.m.
12	6:50 p.m.	10:30 a.m.	13	6:50 p.m.	10:30 a.m.
14	10:30 a.m.	1:10 p.m.	15	10:30 a.m.	1:10 p.m.
16	1:10 p.m.	4:50 a.m.	17	1:10 p.m.	4:50 a.m.
18	4:50 a.m.	8:30 p.m.	19	4:50 a.m.	8:30 p.m.
20	8:30 p.m.	12:10 a.m.	21	8:30 p.m.	12:10 a.m.
22	12:10 a.m.	5:50 p.m.	23	12:10 a.m.	5:50 p.m.
24	5:50 p.m.	9:30 a.m.	25	5:50 p.m.	9:30 a.m.
26	9:30 a.m.	1:10 p.m.	27	9:30 a.m.	1:10 p.m.
28	1:10 p.m.	4:50 a.m.	29	1:10 p.m.	4:50 a.m.
30	4:50 a.m.	8:30 p.m.	31	4:50 a.m.	8:30 p.m.
1	8:30 p.m.	12:10 a.m.	2	8:30 p.m.	12:10 a.m.
3	12:10 a.m.	5:50 p.m.	4	12:10 a.m.	5:50 p.m.
5	5:50 p.m.	9:30 a.m.	6	5:50 p.m.	9:30 a.m.
7	9:30 a.m.	1:10 p.m.	8	9:30 a.m.	1:10 p.m.
9	1:10 p.m.	4:50 a.m.	10	1:10 p.m.	4:50 a.m.
11	4:50 a.m.	8:30 p.m.	12	4:50 a.m.	8:30 p.m.
13	8:30 p.m.	12:10 a.m.	14	8:30 p.m.	12:10 a.m.
15	12:10 a.m.	5:50 p.m.	16	12:10 a.m.	5:50 p.m.
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27	12:10 a.m.	5:50 p.m.	28	12:10 a.m.	5:50 p.m.
29	5:50 p.m.	9:30 a.m.	30	5:50 p.m.	9:30 a.m.
31	9:30 a.m.	1:10 p.m.	1	9:30 a.m.	1:10 p.m.
2	1:10 p.m.	4:50 a.m.	3	1:10 p.m.	4:50 a.m.
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4	5:50 p.m.	9:30 a.m.	5	5:50 p.m.	9:30 a.m.
6	9:30 a.m.	1:10 p.m.	7	9:30 a.m.	1:10 p.m.
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12	8:30 p.m.	12:10 a.m.	13	8:30 p.m.	12:10 a.m.
14	12:10 a.m.	5:50 p.m.	15	12:10 a.m.	5:50 p.m.
16	5:50 p.m.	9:30 a.m.	17	5:50 p.m.	9:30 a.m.
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30	9:30 a.m.	1:10 p.m.	31	9:30 a.m.	1:10 p.m.
1	1:10 p.m.	4:50 a.m.	2	1:10 p.m.	4:50 a.m.
3	4:50 a.m.	8:30 p.m.	4	4:50 a.m.	8:30 p.m.
5	8:30 p.m.	12:10 a.m.	6	8:30 p.m.	12:10 a.m.
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13	1:10 p.m.	4:50 a.m.	14	1:10 p.m.	4:50 a.m.
15	4:50 a.m.	8:30 p.m.	16	4:50 a.m.	8:30 p.m.
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4	9:30 a.m.	1:10 p.m.	5	9:30 a.m.	1:10 p.m.
6	1:10 p.m.	4:50 a.m.	7	1:10 p.m.	4:50 a.m.
8	4:50 a.m.	8:30 p.m.	9	4:50 a.m.	8:30 p.m.
10	8:30 p.m.	12:10 a.m.	11	8:30 p.m.	12:10 a.m.
12	12:10 a.m.	5:50 p.m.	13	12:10 a.m.	5:50 p.m.
14	5:50 p.m.	9:30 a.m.	15	5:50 p.m.	9:30 a.m.
16	9:30 a.m.	1:10 p.m.	17	9:30 a.m.	1:10 p.m.
18	1:10 p.m.	4:50 a.m.	19	1:10 p.m.	4:50 a.m.
20	4:50 a.m.	8:30 p.m.	21	4:50 a.m.	8:30 p.m.
22	8:30 p.m.	12:10 a.m.	23	8:30 p.m.	12:10 a.m.
24	12:10 a.m.	5:50 p.m.	25	12:10 a.m.	5:50 p.m.
26	5:50 p.m.	9:30 a.m.	27	5:50 p.m.	9:30 a.m.
28	9:30 a.m.	1:10 p.m.	29	9:30 a.m.	1:10 p.m.
30	1:10 p.m.	4:50 a.m.	31	1:10 p.m.	4:50 a.m.
1	4:50 a.m.	8:30 p.m.	2	4:50 a.m.	8:30 p.m.
3	8:30 p.m.	12:10 a.m.	4	8:30 p.m.	12:10 a.m.
5	12:10 a.m.	5:50 p.m.	6	12:10 a.m.	5:50 p.m.
7	5:50 p.m.	9:30 a.m.	8	5:50 p.m.	9:30 a.m.
9	9:30 a.m.	1:10 p.m.	10	9:30 a.m.	1:10 p.m.
11	1:10 p.m.	4:50 a.m.	12	1:10 p.m.	4:50 a.m.
13	4:50 a.m.	8:30 p.m.	14	4:50 a.m.	8:30 p.m.
15	8:30 p.m.	12:10 a.m.	16	8:30 p.m.	12:10 a.m.
17	12:10 a.m.	5:50 p.m.	18	12:10 a.m.	5:50 p.m.
19	5:50 p.m.	9:30 a.m.	20	5:50 p.m.	9:30 a.m.
21	9:30 a.m.	1:10 p.m.	22	9:30 a.m.	1:10 p.m.
23	1:10 p.m.	4:50 a.m.	24	1:10 p.m.	4:50 a.m.
25	4:50 a.m.	8:30 p.m.	26	4:50 a.m.	8:30 p.m.
27	8:30 p.m.	12:10 a.m.	28	8:30 p.m.	12:10 a.m.
29	12:10 a.m.	5:50 p.m.	30	12:10 a.m.	5:50 p.m.
31	5:50 p.m.	9:30 a.m.	1	5:50 p.m.	9:30 a.m.
2	9:30 a.m.	1:10 p.m.	3	9:30 a.m.	1:10 p.m.
4	1:10 p.m.	4:50 a.m.	5	1:10 p.m.	4:50 a.m.
6	4:50 a.m.	8:30 p.m.	7	4:50 a.m.	8:30 p.m.
8	8:30 p.m.	12:10 a.m.	9	8:30 p.m.	12:10 a.m.
10	12:10 a.m.	5:50 p.m.	11	12:10 a.m.	5:50 p.m.
12	5:50 p.m.	9:30 a.m.	13	5:50 p.m.	9:30 a.m.
14	9:30 a.m.	1:10 p.m.	15	9:30 a.m.	1:10 p.m.
16	1:10 p.m.	4:50 a.m.	17	1:10 p.m.	4:50 a.m.
18	4:50 a.m.	8:30 p.m.	19		